

# MICHELIN

## RACING USA

CORVETTE 2018



# CORVETTE RACING

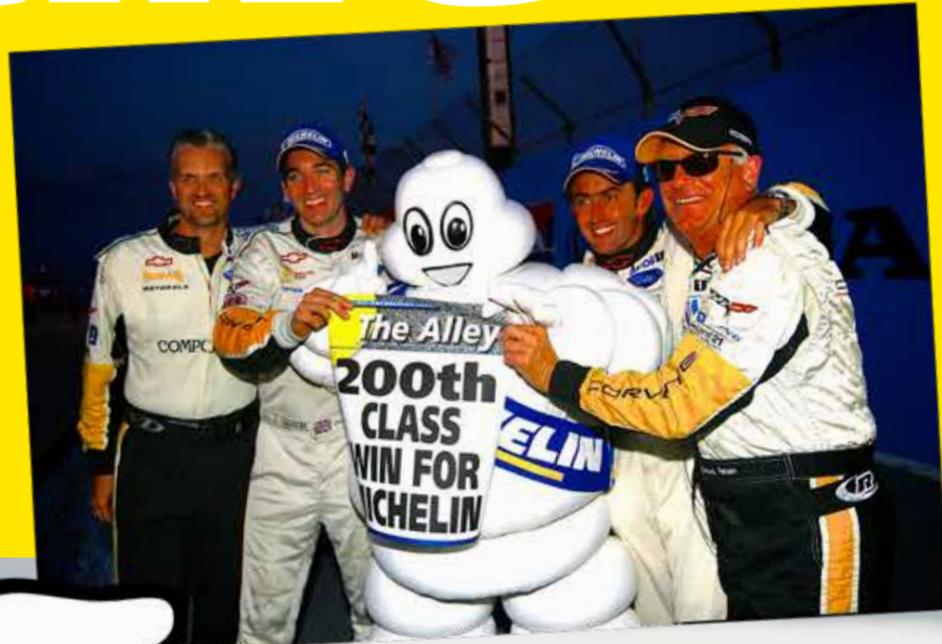
SUCCESS IS ADDICTIVE



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# CORVETTE RACING

SUCCESS IS ADDICTIVE



With the Rolex 24 At Daytona complete, Corvette Racing has officially kicked off its 20th season of professional sports car competition.

What's followed over the period has been a combination of sustained success and enthusiasm from its supporters, through several different series, and a standard of excellence set for its competitors to aspire to.

As Corvette Racing program manager Doug Fehan explains, the environment created within the team has fostered the success and helped build the team into the operation it is now.

"It's two stages when you look over 20 years," he says. "The first was working hard, developing the continuity, and teaching people how to win. That doesn't mean winning races. It means how you extract the maximum amount of performance from each person involved in the team.

"When you achieve the initial success, that's when all eyes are on you. They begin to see an environment in which they'd like to work. And that serves as a magnet for attracting the best people. Once they are here, they don't want to leave, because success is very addictive. You build that internal pride, based on that initial success. That's the secret to longevity in this sport."

The job execution has resulted in a tidal wave of success. In the first 19 years from 1999 through 2017, Corvette Racing has

106 wins, 11 driver, 12 manufacturer and team titles and 30 major endurance race wins (11 Sebring, 8 Le Mans, 8 Petit Le Mans, 3 Daytona).

"There are so many moments where you go, 'That's just truly amazing, wonderful team efforts,'" says Oliver Gavin, who starts his 16th season with Corvette this year. "They're amazing cars to drive, with fantastic teammates... and it's very difficult to pick out one, five, or even 10 moments that stand out."

Gavin is the longest tenured driver among Corvette Racing's full season quartet. But his teammates have been there for plenty of time, too. Both Jan Magnussen and Antonio Garcia have been with Corvette for at least a decade, while Tommy Milner is the relative "new guy" ... as he begins his eighth season.

Garcia explained what Corvette Racing's performance has meant within the scope of the deep, factory supported GT Le Mans class field.

"It is very rare to see a single manufacturer run this long and be this successful," says Garcia, who won the 2017 IMSA WeatherTech SportsCar Championship GTLM title with Magnussen. "When you look how healthy the GTLM field is with the number of manufacturers involved, we can say that definitely Corvette Racing is like a reference point for all of them."

All of Corvette's success comes down to a simple ingredient: empowerment.



CORVETTE RACING



# CORVETTE RACING

## BY THE NUMBERS (1999-2017)

### RACE WINS (106):

- 8 24 Hours of Le Mans (2001 GTS, 2002 GTS, 2004 GTS, 2005 GT1, 2006 GT1, 2009 GT1, 2011 GTE Pro, 2015 GTE Pro)
- 15 IMSA WeatherTech SportsCar Championship (4 2014, 2 2015, 5 2016, 4 2017)
- 82 American Le Mans Series (2 2000, 6 2001, 9 2002, 5 2003, 9 2004, 9 2005, 5 2006, 12 2007, 11 2008, 3 2009, 1 2010, 1 2011, 4 2012, 5 2013)
- 1 GRAND-AM Rolex Series (2001 Rolex 24 at Daytona overall)

### DRIVER TITLES (11):

- 9 ALMS (Fellows 2002, Fellows/O'Connell 2003 & 2004, Gavin/Beretta 2005, 2006 & 2007, O'Connell/Magnussen 2008, Gavin/Milner 2012, Garcia/Magnussen 2013)
- 2 IMSA WTSC (Gavin/Milner 2016, Garcia/Magnussen 2017)

### MANUFACTURER/TEAM TITLES (12):

- 10 ALMS (2001-2008, 2012-2013)
- 2 IMSA WTSC (2016-2017)

### WIN RATE:

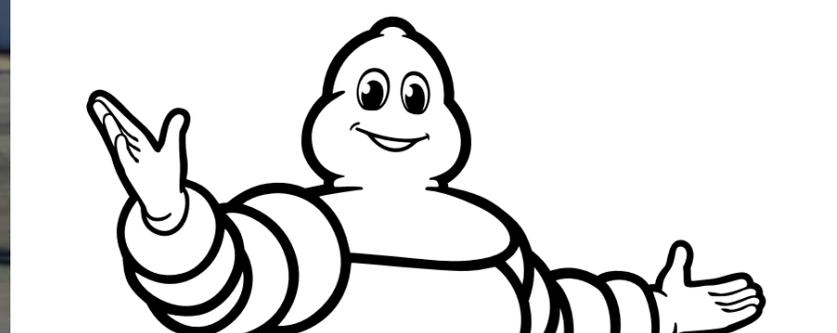
|      |                                    |        |
|------|------------------------------------|--------|
| IMSA | 15 wins from 43 races (2014-2017)  | 34.88% |
| ALMS | 82 wins from 135 races (1999-2013) | 60.74% |
| LM24 | 8 wins from 18 races (2000-2017)   | 44.44% |

### ENDURANCE WINS:

- 11 Mobil 1 Twelve Hours of Sebring (2002-04, '06-'09, '13, '15-'17)
- 8 24 Hours of Le Mans (2001 GTS, 2002 GTS, 2004 GTS, 2005 GT1, 2006 GT1, 2009 GT1, 2011 GTE Pro, 2015 GTE Pro)
- 8 Petit Le Mans (2000-02, '04-'05, '07-'08, '10)
- 3 Rolex 24 At Daytona (2001 GTS/overall, 2015-16 GTLM)

### FAST FACTS:

- 2015 First sports car team since 2000 to win Daytona, Sebring, Le Mans same year
- 15-16 Five straight Triple Crown events – Daytona/Sebring '15-'16, Le Mans '15
- 1st&2nd 60 (54 ALMS, 4 Le Mans '01, '02, '04, '05, 2 IMSA WTSC Daytona, Lime Rock '16)
- 25 Record for consecutive wins from 2007 Sebring to 2009 Long Beach in GT1



# CORVETTE'S 15TH SEASON WITH MICHELIN



Track-to-street technology transfer has been mutually beneficial for Corvette Racing and Michelin, as they begin their 15th season together in sports car racing.

Corvette Racing won back-to-back 24 Hours of Le Mans in 2001 and 2002, but a humbling outing the following year left Corvette searching for answers. A switch to Michelin followed ahead of the 2004 season, and the results have followed.

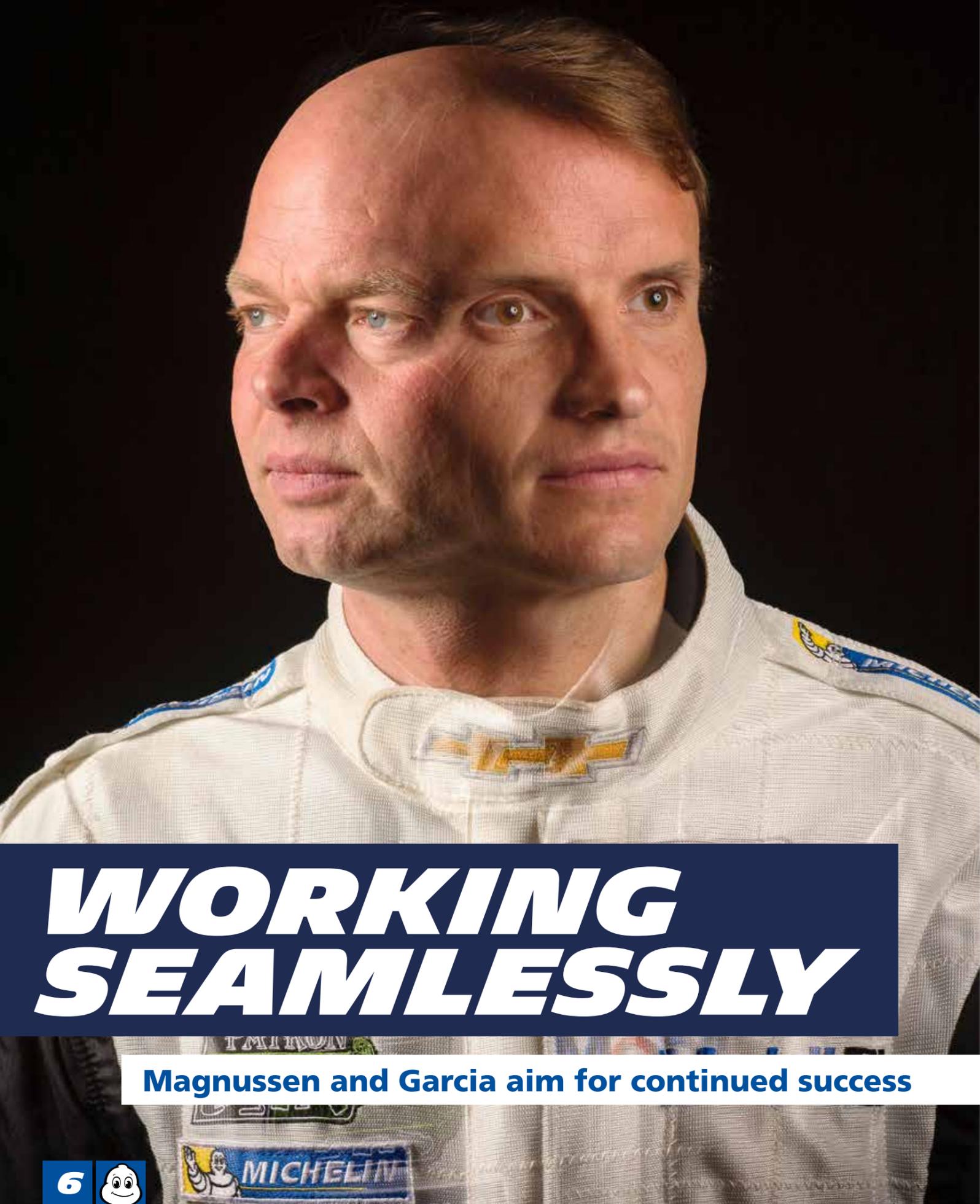
"Our relationship with Michelin is very special not only on the OEM side but also on the racing side," explains Jim Campbell, Chevrolet U.S. Vice President, Performance Vehicles and Motorsports (pictured right).

"We made a switch in racing first. When we went to Michelin, and we saw terrific results and a partnership on the track, which is a combination of the tire technology and also the preparation of the cars and strategy.

"Then we put Michelins on our highest performance Corvette models – models like the Z06 and ZR1 in the sixth generation. Now in the seventh generation, which we are deep into now, all of our Corvettes have Michelin tires.

"The engineer on our race program – Lee Willard from Michelin – is the same engineer who works with Tadge Juechter, our chief engineer on the production Corvette. We take the learnings right from the track. It's not just a saying. It's what we do. We drive that technology to make the road car better. Michelin is part of that equation for us."





# WORKING SEAMLESSLY

Magnussen and Garcia aim for continued success

Fresh off their second IMSA WeatherTech SportsCar GT Le Mans championship in five seasons, Jan Magnussen and Antonio Garcia are again paired as co-drivers aboard the No. 3 Corvette C7.R for a seventh consecutive season in 2018.

After spending thousands of hours traveling, testing, making appearances and racing together, the two present a united front of speed, determination and a passion for success. While their personalities and styles differ, the two comprise the most successful driver pairing in the stout GT Le Mans class.

"Obviously I think we push each other in the right way," said Magnussen.

"We get the best out of each other most of the time.

"I absolutely love being in the car, and sharing a car with Antonio means being with one of the greatest racing drivers. So far we've got a lot out of it!"

Garcia agrees. "Between Jan and I, when I first joined as a third driver, then came as a full-time guy, he was the guy I learned from.

"When I was learning the ALMS season racetracks and everything, I learned so much from him. And I still do.

"We push each other to the limit. In that way, we are consistently trying to improve and be even more competitive."

## THE BENEFITS OF "JANTONIO"

"I think now because we've been together for so long, it's a lot easier for the team to plan out a strategy, because they know our strengths and weaknesses, and where to use us in the best place possible," said Magnussen.

Garcia also believes their longevity, not only with each other, but with their

engineer Kyle Millay, has been the duo's recipe for success.

"We definitely like a very similar car and a good point is, this is my ninth or 10th year," Garcia said.

"Other than one year, we always raced together. We definitely know each other very well!"

"With Kyle as well we've had quite a few years together. The consistency in all the team members working in the same direction makes everything run really smooth."



## ANOTHER CHAMPIONSHIP SEASON

Reflecting on their 2017 championship success, Magnussen noted, "I think obviously Antonio and I did the best we could with the car. Sometimes we were right up front, but most times we weren't. For a lot of races mid-season, we were probably fighting for sixth.

"All of those we converted into fourth places. That got us a lot of points in the end.

"It was a matter of keeping our head cool, not making any mistakes, a lot of times leaving it up to pit crew, that worked out really well. Good strategy, good pit stops and no mistakes."

One data point carries massive significance in their title climb. The No. 3 Corvette completed every lap and, in fact,

finished on the lead lap of every race, including Le Mans, in 2017.

"I think everything ran according to plan. All we had to do was first stay out of trouble, then race whatever we had at all races," added Garcia.

Referencing their wins at Sebring, Circuit of the Americas and VIR, Garcia said, "When we had the pace to go for the win, we succeeded or were really close."

"Whenever we didn't have the pace, we tried something very radical on strategies. That brought us some very good results. Coming from the last row, both cars, getting fourth or fifth position was almost better than some wins.

"We were finishing strong in races where it was harder to be on pace.

"That was the key thing; no mistakes from all the pit stops we've done, and very good calls from the engineers on the strategy. We probably did a few mistakes, but at the end of the year, we did a perfect year and let the others do even more mistakes."

## 2018 FORECAST

Entering the fifth season of competition with the Corvette C7.R, the Corvette Racing team and drivers have their work cut out for them.

Garcia sums it up: "I think this year will be similar to last year, we work with what we have, try to make no mistakes and fine-tune.

"There might be some difference in tires where we can find an advantage, but now it's just setup tuning to match the track conditions a little bit better than we did last year.

"We learn from the mistakes on setups and strategies and go out and do it again."



**CHOSEN BY THE BEST,  
FOR THEIR BEST**



# FEAST OR FAMINE



With a pair of IMSA WeatherTech SportsCar GTLM class championships (2012 and 2016) and their 2015 victory at Le Mans, Corvette Racing's Oliver Gavin and Tommy Milner are a highly successful co-driver pair.

Since being teamed up in the No. 4 Corvette C7.R in 2012, they have feasted on the competition for a total of 11 IMSA wins, including victories at Daytona, Sebring (2), Long Beach (2), Canadian Tire Motorsport Park, Lime Rock, Road America, Laguna Seca, Mid-Ohio and VIR.

But it's the other years that cause some serious head-scratching. Gavin and Milner's 2016 championship was the meat in a sandwich of eighth-place results in the 2015 and 2017 seasons. Additionally, after winning their first title in 2012, a third in 2013 and a miserable 10th-place in 2014 followed.

"For Tommy and me, it seems to be bit of feast or famine," said Gavin, now in his 16th year with Corvette Racing and seventh co-driving with Milner. "Some years we seem to get a few breaks and other years, none."

## COLD TURN HOT

When they rolled to the grid at Le Mans in 2015 as the sole remaining Corvette Racing entry, Gavin and Milner were riding a miserable 21-race winless drought.

They aced the field and used the momentum to then dominate the 2016 WeatherTech

Championship, winning four races, including the team's 100th victory and followed it up with a stunning fifth to first vault in the final two laps at Road America. Meanwhile, teammates Jan Magnussen and Antonio Garcia suddenly went through a dry spell.

"That's just how it rolls," said Corvette Racing program manager Doug Fehan

"But if you're doing it in a non-threatening environment, that allows focus on the longer view. That's where the benefits come from. We don't need to win today to ensure we will be

there tomorrow, and that helps guys focus. Put your money on red (or Velocity Yellow) enough times, and soon enough you'll win.

"Antonio and Jan went through a stretch, too. It's cycled through two or three times. Nothing's wrong, it's just how racing works. With the same people, same program, same environment, it just cycles through that way."

## THE BIG PICTURE

Mixed in is the reality that if one of the two Corvette Racing cars is in championship position at mid-season, the opposite team car is often placed in a support role in the latter stages of the championship.

That strategy has proven to be quite effective, and cuts both ways as each car has won two championships in the past six years.

It is perhaps not coincidental that Gavin and Milner's two championship seasons have each been followed by championships for teammates Magnussen and Garcia.

"To partner with Tommy again is fantastic," said Gavin.

"We know exactly what we need to do and how to execute to win races. Once for us in 2017 (Long Beach) wasn't enough, however. We felt we were in the hunt a number of times, but crazy, crazy things ended up happening."

## SECURITY BRINGS SUCCESS

"That goes back to teaching how to win," said Fehan.

"Short-term views are not successful, ever. You have to have a long view in this business if you're going to succeed. This year would begin and they'd all be here.

"That allows them to focus on the job. Oliver and Tommy weren't in a 2017 championship run, but we were learning from that car every race, and they know that.

"If you can make drivers confident in themselves and the fact they're going to have a job, it allows them to focus with a much longer view."

Corvette Racing features the most durable driver pairings in the business. The last open full season seat was filled by Milner in 2011.

And as Corvette Racing enters its 20th season of competition, Gavin and Milner look to make it more of a feast in another even numbered year.



# CORVETTE FITMENT GUIDE



| CORVETTE MODEL |            |                               | TIRE SIZES           |                      | MICHELIN® TIRE FITMENTS AND PART NUMBERS |       |                    |       |                       |       |                   |       |                      |       |                       |       |                     |       |                        |       |                  |       |
|----------------|------------|-------------------------------|----------------------|----------------------|--|-------|--------------------|-------|-----------------------|-------|-------------------|-------|----------------------|-------|-----------------------|-------|---------------------|-------|------------------------|-------|------------------|-------|
|                |            |                               |                      |                      | PILOT® SPORT 4 S                         |       | PILOT® SUPER SPORT |       | PILOT® SUPER SPORT ZP |       | PILOT® SPORT PS2™ |       | PILOT® SPORT PS2™ ZP |       | PILOT® SPORT CUP 2 ZP |       | PILOT® SPORT A/S 3+ |       | PILOT® SPORT A/S 3+ ZP |       | PILOT® ALPIN PA4 |       |
| Generation     | Model Year | Option                        | Front                | Rear                 | Front                                    | Rear  | Front              | Rear  | Front                 | Rear  | Front             | Rear  | Front                | Rear  | Front                 | Rear  | Front               | Rear  | Front                  | Rear  | Front            | Rear  |
| <b>C5</b>      |            |                               |                      |                      |  |       |                    |       |                       |       |                   |       |                      |       |                       |       |                     |       |                        |       |                  |       |
|                | 1997-2004  | Standard                      | P245/45ZR17 LL 89Y   | P275/40ZR18 LL 94Y   |  |       | 24186              | 02344 |                       |       |                   |       |                      |       |                       |       | 02824               | 19056 | 95937                  | 98631 |                  |       |
|                | 2001-2004  | Z06                           | P265/40ZR17 LL 91Y   | P295/35ZR18 LL 91Y   |  |       |                    |       |                       |       | 44359             | 05271 |                      |       |                       |       |                     |       |                        |       |                  |       |
| <b>C6</b>      |            |                               |                      |                      |  |       |                    |       |                       |       |                   |       |                      |       |                       |       |                     |       |                        |       |                  |       |
|                | 2005-2013  | Standard                      | P245/40ZR18 LL (88Y) | P285/35ZR19 LL (90Y) | 37666                                    | 44057 |                    |       | 69693                 | 10332 |                   |       |                      |       |                       |       | 02550               | 90342 | 25155                  | 32831 | 12852            | 35211 |
|                | 2006-2013  | Z06                           | P275/35ZR18 LL (87Y) | P325/30ZR19 LL (94Y) | 00795                                    | 54332 |                    |       |                       |       |                   |       | 43657                | 15925 |                       |       |                     |       | 90037                  | 80254 |                  |       |
|                | 2009-2013  | ZR1                           | P285/30ZR19 LL (87Y) | P335/25ZR20 LL (94Y) |  |       |                    |       | 05916                 | 02430 |                   |       |                      |       | 08704                 | 51138 |                     |       | 47381                  | 36994 | 71621            | 06609 |
|                | 2010-2013  | Grand Sport                   | P275/35ZR18 LL (87Y) | P325/30ZR19 LL (94Y) | 00795                                    | 54332 |                    |       |                       |       |                   |       | 43657                | 15925 |                       |       |                     |       | 90037                  | 80254 |                  |       |
|                | 2011       | Z06 w/Z07 Performance Package | P285/30ZR19 LL (87Y) | P335/25ZR20 LL (94Y) |  |       |                    |       | 05916                 | 02430 |                   |       |                      |       | 08704                 | 51138 |                     |       | 47381                  | 36994 | 71621            | 06609 |
|                | 2013       | 427 Convertible               | P285/30ZR19 LL (87Y) | P335/25ZR20 LL (94Y) |  |       |                    |       | 05916                 | 02430 |                   |       |                      |       | 08704                 | 51138 |                     |       | 47381                  | 36994 | 71621            | 06609 |
| <b>C7</b>      |            |                               |                      |                      |  |       |                    |       |                       |       |                   |       |                      |       |                       |       |                     |       |                        |       |                  |       |
|                | 2014+      | Standard                      | P245/40ZR18 (93Y)    | P285/35ZR19 (99Y)    | 37666                                    | 44057 |                    |       | 69693                 | 10332 |                   |       |                      |       |                       |       | 02550               | 90342 | 25155                  | 32831 | 12852            | 35211 |
|                | 2014+      | Z51                           | P245/35ZR19 (89Y)    | P285/30ZR20 (95Y)    | 03744                                    | 44926 | 08781              | 80913 | 25687                 | 11313 |                   |       |                      |       |                       |       | 06553               | 05258 | 19713                  | 05262 | 03949            | 10712 |
|                | 2015+      | Z06                           | P285/30ZR19 (94Y)    | P335/25ZR20 (99Y)    |  |       |                    |       | 05916                 | 02430 |                   |       |                      |       | 08704                 | 51138 |                     |       | 47381                  | 36994 | 71621            | 06609 |
|                | 2015+      | Z07                           | P285/30ZR19 (94Y)    | P335/25ZR20 (99Y)    |  |       |                    |       | 05916                 | 02430 |                   |       |                      |       | 08704                 | 51138 |                     |       | 47381                  | 36994 | 71621            | 06609 |





# NATIONAL CORVETTE MUSEUM MOTORSPORT PARK



The National Corvette Museum Motorsports Park opened in August 2014 and has proven to be a highly popular venue for Corvette owners and performance enthusiasts from around the country.

The vision was to create a safe and challenging environment where drivers of all ages, interests and skill levels can become more proficient behind the wheel with a top priority of education and safety.

Located in Bowling Green, Kentucky, on approximately 184 acres of land with

1.5 miles of frontage on I-65 and directly across the interstate from the National Corvette Museum, the Park consists of a twin circuit arrangement of a two-mile / 13-turn West course and a one-mile / 10-turn East course which can be combined into multiple configurations.

The Park is one of the most centrally located and easily accessible driving facilities in the country.

Both circuits feature technical turns, straights and elevation changes.

These two courses can be used independently for multiple events, or

connected together into a unique large course.

The National Corvette Museum features over 80 Corvettes in periodic settings, including mint classics, one-of-a-kind prototypes and modern-day wonders of engineering and design.

Both the museum and the Motorsport Park set attendance records in 2017 with 60,840 and 228,744 visitors respectively.

Michelin is proud to be the official tire of the NCM Motorsports Park.

[WWW.MOTORSPORTSPARK.ORG](http://WWW.MOTORSPORTSPARK.ORG)

# SCHOOL IS IN SESSION

**RON FELLOWS PERFORMANCE DRIVING SCHOOL**



The only thing better than owning a Chevrolet Corvette is being able to maximize the performance and exhilaration that it can provide.

That is where the Ron Fellows Performance Driving School shines.

Set against a stunning mountain backdrop just 55 miles west of the Las Vegas Strip, the Driving School is located within the Spring Mountain Motor Resort and Country Club, Pahrump, Nevada.

The Ron Fellows Performance Driving School offers high-performance driver

training to improve driving techniques including dynamic car control exercises, visual skill development and proper cornering techniques.

The school also provides professional racing instruction and the opportunity to drive one of America's fastest production cars.

Participants are trained to test driver and vehicle limits on an exhilarating, purpose-built road course in a safe, controlled environment.

As the Official High Performance Driving School of Corvette, the Driving

School uses current model Corvette C7 Stingray and Z06 models on MICHELIN® tires.

The race track offers an exciting combination of fast sweeping corners, quick esses, off-camber turns, over 125 feet of elevation change and four high-speed straights, with replicas of some of racing's most famous corners including Canadian Tire Motorsport Park's 5a and 5b, the Watkins Glen "Bus Stop", Road Atlanta's Turn 1 and Laguna Seca's "Corkscrew."





# THE RECORD SETTING CORVETTE ZR1



In the world of performance cars, only two things beat fast: faster, and fastest, which is the best of all.

The new 2019 Chevrolet Corvette ZR1, fitted with the available ZTK Performance package, which includes Michelin® Pilot® Sport Cup 2 tires, has recently claimed that distinction.

The most powerful Corvette ever at 755 horsepower kicked off 2018 with a stunning 2:37.3 record lap time on the 4.1-mile Virginia International Raceway (VIR) Grand West Course, considered by manufacturers to be the closest thing to an American Nurburgring circuit.

Featuring a vast rear wing and eight-speed automatic transmission, the ZR1 with the ZTK package lists at approximately \$123,000.

“On the race track, the ZR1 Corvette can compete with any supercar – at any price,” Mark Reuss, President of General Motors North America, told the Detroit News.

## HOME OF THE LIGHTNING LAP

The VIR Grand West Course circuit also hosts the annual Car and Driver “Lightning Lap” where the magazine puts the latest performance cars from a number of manufacturers through their

paces each summer. Nineteen cars were included in the three-day test in 2017, the 11th year of the shoot-out.

For record runs, manufacturers typically enlist factory linked race drivers or factory test drivers, like Corvette’s Jim Mero, a factory vehicle dynamics engineer, who drove the ZR1 on its record run.

The Michelin GT Challenge at VIR (August 17-19) sees IMSA WeatherTech SportsCar Championship GT Le Mans (GTLM) and GT Daytona (GTD) class teams compete on VIR’s 3.7-mile circuit. Corvette Racing, a Michelin technical partner racing team since 2004, has won the VIR IMSA race each of the last two years.

## SAME MICHELIN ENGINEERS

The Michelin Pilot Sport Cup 2 tires, which were developed for the Corvette ZR1, are designed to provide outstanding track performance with a street legal tire.

“The same Michelin engineers who work with Corvette Racing led the development of the Michelin tires for the entire range of C7 Corvette models, including the ZR1,” said Chris Baker, director of motorsport, Michelin North America. “There is no better example of track-to-street technology transfer than that.”

